

Appendix A
2000 Millennium Plan – Statements on Rail Transit

- Ch. 2 pg. 29. “*Objective SC-8.1 (Burlington Northern/Santa Fe)* - The City of Frisco should consider development opportunities which capitalize upon the Burlington Northern/Santa Fe Railroad line, including the appropriateness of transit-oriented development and industrial uses.”
- Ch. 3 pg. 47. To comprehensively address air quality issues, fundamental developmental and lifestyle changes are needed, including - The reduction of the number of vehicles on the road through increased transit and ridesharing programs.
- Ch. 3 pg. 48. Fewer and narrower roadways and smaller parking lots will reduce the absorption and retention of heat. This works best when combined with a program of reducing dependency on cars and trucks through transit and alternative modes.
- Ch. 4 pg. 64. The “Portland” Alternative shows the “potential for several transit stops along the Burlington Northern/Santa Fe railroad line. These locations have the potential for transit-oriented developments (TOD’s) within an approximate 1,500-foot radius of the transit station”
- Ch. 4 pg. 66. The “Portland” Alternative proposes a truly unique land development pattern for the region – based on a radial light rail transit connection along the Burlington Northern/Santa Fe rail line. This development pattern can result in less traffic congestion and reduced vehicular air pollution.

New types of development are possible in the “Portland” Alternative, including mixed-use neighborhoods, transit-oriented developments, and a downtown centered around a rail station and a new convention center.

- Ch. 4 pgs. 69, 70. Both the Comprehensive Plan Advisory Committee (CPAC) and the public expressed the most favorable comments regarding the “Portland” Alternative. The idea of potential light rail transit generally appealed to both groups:

CPAC Comments on “Portland”

CPAC was generally in favor of considering the potential for light rail transit stations, but voiced concerns over practical issues (coordination with existing freight operations, which agency would implement the system, etc.). CPAC suggested the need for a supplemental line-haul transit service (i.e. bus routes) to support any future fixed alignment transit system. CPAC also felt that the transit-oriented development around the potential transit stations was flexible enough to be applied to either the “Savannah” or “Columbus” Alternatives. Completely eliminating the airport was perceived as an unrealistic approach, since the airport is currently an existing use. The

roadway network in “Portland” was seen as the least responsive to other requirements (such as integrating with the Collin County Thoroughfare Plan).

Community Workshop Comments on “Portland”

The public was very interested in developing Frisco as a transit-oriented community. The idea of developing a new downtown and convention center with a transit station at its core was very appealing to many. It was felt that a transit-oriented Frisco would relate better to the region, while simultaneously positioning Frisco as one of the more unique communities in North Texas. The public split on the “no airport” approach – some applauded the idea while others felt it would be an economic loss. The concept of dispersed retail and lower residential densities were also favorably accepted. The public also liked the concept of a diverse industrial base for Frisco’s future.

...include a transit component similar to the transit-oriented development sites presented in the “Portland” Alternative. CPAC’s advice of the need for surface transit system in conjunction with a potential light rail system works well with the grid roadway network proposed in “Savannah”.

- Ch. 6 pg. 130. Traffic calming also has benefits in enhancing air quality. Carbon monoxide (CO) pollution is a function of congestion. Where congestion can be abated, less CO pollution will be experienced. Congestion can be reduced through various congestion management strategies (CMS) including alternative travel modes (mass transit, ridesharing, carpooling, walking, cycling, etc.), flex-time, and telecommuting. Fewer vehicles on the road improve both CO pollution and hydrocarbon/ozone (O₃) emissions.
- Ch. 6 pg. 132. Frisco is not currently a member-city of the Dallas Area Rapid Transit (DART) Authority. However, that has not precluded the *Frisco Millennium Plan* from proposing the potential for both light rail and surface transit in Frisco sometime in the future. As the Metroplex grows, there will be an increasing need for transit service, especially to fast-growing cities like Frisco which are on the fringe of the region.

Whether as part of the current DART structure, part of a new regional transit agency, or part of an independent transit agency not yet established, Frisco will likely require transit service in the near future. Frisco’s future transit services and facilities may include:

- Surface transit service (buses)
- Light rail transit service
- Park-and-ride lots
- Bus transfer stations
- High-occupancy vehicle (HOV) lanes on highways
- Ridesharing services
- Vanpooling services

- Ch. 7 pg. 140. The *Frisco Millennium Plan* identified the potential for four light rail transit stations along the Burlington Northern/Santa Fe Railroad – south of Virginia Parkway, north of El Dorado Parkway, south of FM 720/Main Street, and between Stonebrook and the Dallas North Tollway. While this rail line is used primarily for freight, other cities use freight lines for transit applications through an operational agreement with the rail operator.

At this point, neither DART nor another transit entity have a Frisco light rail line on their “radar screens”, but DART has stated an interest in providing a rail connection to the Legacy Business Park (south of Frisco in Plano). It is conceivable that if Frisco’s population reaches projected levels, there will be a demand for a strong line-haul transit system in Frisco.

Light rail transit on the Burlington Northern/Santa Fe line is not a panacea. For such a mode to succeed, it would have to be supplemented by a bus-oriented transit system that feed passengers into the light-rail line. Frisco could easily incorporate a bus transit system into its future. It is likely that such a system would use smaller local buses (30 to 40-passengers), as opposed to larger 60-passenger buses. Again, Frisco is not a DART member-city and there is no current proposal for a locally-operated bus system. In lieu of DART or a regional agency serving Frisco with transit, other rapidly-growing area cities (namely Allen and McKinney) may determine the need for a “para-regional” transit service serving Collin/Denton/Dallas county area.

The *Frisco Millennium Plan* should not rule out the possibility of both bus and rail transit as it grows. Other facilities may also include park-and-ride lots, bus transfer stations, and “transit-oriented development” in the immediate vicinity of rail stations.

- Ch. 7 pg. 145. Another type of mixed-use opportunity occurs in the immediate vicinity of the 4 light-rail transit stations. In these areas, there is the opportunity for “transit-oriented development” (TOD) – a development type that encourages a dense mix of residential and non-residential uses within a short walking distance from the rail station (typically a 1,500 foot radius). Should light-rail appear to be a reasonable opportunity, the City should ensure that the areas immediately surrounding the stations are reserved for TOD-style development.
- Ch. 7 pg. 149. In some circles, there is a consideration that significantly reducing the off-street parking requirement will result in use of other modes (transit, pedestrian, etc.). Reducing off-street parking requirements usually works in a cohesive district (such as a downtown and shopping mall) where there can be a centralized parking area that encourages store-to-store walking.
- Ch. 7 pg. 157. The *Frisco Millennium Plan* should not rule out the possibility of both bus and rail transit as it grows. Other facilities may also include park-and-

ride lots, bus transfer stations, and “transit-oriented development” in the immediate vicinity of rail stations.

- Ch. 7 pg. 158. The City should encourage mixed-use development in accordance with the *Frisco Millennium Plan*.

Should light-rail appear to be a reasonable opportunity, the City should ensure that the areas immediately surrounding the stations are reserved for transit-oriented development.

- Ch. 8 pg. 162. A series of conceptual development scenarios were presented to test various concepts for future growth (Chapter 4). This process resulted in some “outside the box” thinking for Frisco’s future, involving such potentials as light-rail transit.

Appendix B
2006 Comprehensive Plan – Statements on Rail Transit

- Ch. 1 pg. 1.41. In recent years, a trend has been emerging across the United States, a trend that has become well-known in the Dallas-Forth Worth Metroplex. This trend is commonly referred to as “mixed use.” This terms refers to an area in which people can live, work, shop, etc. all in one location; such areas are pedestrian-oriented instead of automobile-oriented, and often includes an opportunity to access mass transit.
- Ch. 1 pg. 1.49. In addition, as part of a Regional Transportation Plan being prepared under the leadership of the North Central Texas Council of Governments (NCTCOG), Frisco is hoping to obtain at least three commuter rail stations. The first three proposed stations would be located along the Burlington Northern (BNSF) line at State Highway 121, in the Old Downtown area, and somewhere around the Panther Creek area in northern Frisco. These rail stations, in combination with effective local street and neighborhood layouts, form the basis of an effective mobility plan for the City. As the traffic modeling in this section shows, if gridlock is going to be minimized in the City, all modes of transportation, mixed use development types, and interconnected street systems will need to be explored.
- Ch.1 pg. 1.67. The term *infrastructure* in relation to this Council focus area means many things—roadways, water, wastewater, technology, trails, and mass transit. Again, in this area, the Frisco City Council recognizes the need to ensure that local roadways and utilities are able to accommodate population increases. The value of keeping up with technology is also acknowledged in the statement of ensuring “competitive technology choices” for citizens. The need for alternative modes of transportation is recognized in the Council’s focus on providing a network of trails and mass transit. Multijurisdictional cooperation and working with the private sector are other important elements mentioned by Council in this focus area.
- Ch. 1 pg. 1.92. The demographic changes noted above have important implications for real estate markets. For example, compared to families with children, singles, couples with no children, and retirees are more likely to be attracted to smaller, lower maintenance housing that is clustered within walking distance of retail, employment and transit facilities.
- Ch. 2 pg. 2.20 & 2.21. Key concepts that citizens would like to see in 10 years, 20 years, and/or 50 years included public transit/commuter rail and mixed-uses.
- Ch. 2 pg 2.40. Key concepts that CPAC would like to see in 10 years, 20 years, and/or 50 years included • Transit to Dallas and beyond; and • Loft apartments and retail development along the transit rail lines for walking, shopping, eating or seeing a concert;

Frisco is growing at a good rate, and items such as "Grand Park," a rail system (not DART), and better traffic flow (north/south corridors) are necessary.

- Ch. 2 pg. 2.53. Transit—in this case meaning commuter rail or local transit using some means other than buses—was discussed by many stakeholders. There were two major questions, however, related to this issue: 1) how would it be funded, and 2) is there really a need? Some thought there was a need because it could increase the awareness of destination points in Frisco. Others expressed indecision about whether funding would really be beneficial from a cost-benefit standpoint. Would the number of users be enough of a benefit to equal the cost of establishing and operating transit? A discussion point of many business owners was that some form of transit—that is visible and well-marketed—might help with being able to hire and retain employees. It seemed to be the general consensus that local transit was more important than regional transit for Frisco at this time.
- Ch. 3 pg. 3.12. *Action 11.1:* Identify strategies that result in mutually supportive transportation choices, balancing convenient and efficient auto access with safe, well-designed pedestrian, bicycle, and transit facilities.

Action 11.6: Determine locations where transit may be especially needed or desired, for instance in areas where workforce housing is located, and prioritize the integration of transit accordingly.

- Ch. 3 pg. 3.13. *PRINCIPLE 13: Identify how alternative modes of transportation can be incorporated in Frisco.*

Action 13.1: Consider rail options to provide better regional transportation.

Action 13.2: Investigate how transit options could be utilized to connect major City attractions and development centers and be cost effective for residents at the same time.

Action 13.3: Provide comfortable and attractive pedestrian and bicycle mobility within existing and new development, and throughout the City.

Action 13.4: Pursue funding for retroactive and proactive integration of alternative modes of transportation throughout the City.

- Ch. 3 pg. 3.1 and 3.2. Basis for the Principles and Actions: Connectivity - Provide mass transit opportunities
- Ch. 3 pg. 3.7. *Action 4.7:* Create strong links between elements that could help strengthen Downtown, such as the proposed future transit station, Frisco Square, and Pizza Hut Park.

- Ch. 4 pg. 4.14. TRANSIT-ORIENTED DEVELOPMENT

Areas with this land use designation are also intended for a mixture of non-residential and residential uses, but this mixture should be higher density such that it helps support a nearby transit station. These areas are in locations that are consistent with commuter rail stations planned for by the North Central Texas Council of Governments (NCTCOG). These areas should have a minimum density of 70 units per acre in order to support transit as well as the uses within the Transit Oriented Developments. It should be noted that these rail locations are not likely to be changed, but that there may be an opportunity for the City to secure additional rail stations in the future (this is discussed further in the *Transportation Strategy*, Chapter 6).

This land use designation does not relate directly to any of the City's current zoning districts. Therefore, a new zoning district may be needed to implement this type of land use (refer to the *Implementation Strategy*, Chapter 8, for more discussion). Use of a Planned Development (PD), which is an option in Frisco's current zoning ordinance, would also likely be an effective way to achieve a *Transit-Oriented Development*.

- Ch. 4 pg. 4.34. Another important component that will allow the Original Town area to flourish is to provide connectivity to nearby sports venues, the new City Hall and Library, the proposed commuter rail station (in the vicinity), and other significant locales. This will ensure that the Original Town area is not left behind as new development occurs.
- Ch. 5 pg. 5.6. Connect the Downtown with retail, entertainment and residential districts through the use of trails and transit.
- Ch. 5 pg. 5.11. Plan for local transit service which will connect major retail, sports entertainment venues and neighborhood centers with regional rail to reduce frequency and duration of trips by the residential and daytime population. Providing alternative circulation systems such as transit and hike/bike trails.
- Ch. 6 pg. 6.9. Widening of the roadways is necessary to avoid grid-lock, but other techniques such as mixing uses to shorten trip length, incorporating regional rail, and adding more hike and bike facilities will be necessary.
- Ch. 6 pg. 6.29-6.34. Transit Integration: NCTCOG REGIONAL RAIL CORRIDOR STUDY
The proposed Regional Rail System (Appendix D) has the ability to relieve congestion for commuters in peak periods. The NCTCOG's Regional Rail Corridor Study revealed that with the amount of ridership expected, a connected regional rail system could have the effect of adding on additional freeway lane in each direction to some of the most congested highways and tollways in North Central Texas. This sub-section of *Transportation Strategy* explores how Frisco can integrate transit into a palette of transportation options that are aimed at

reducing the dependence on single occupant vehicles for commuting and basic services.

PLANNING FOR TRANSIT

NCTCOG's Regional Rail Corridor Study indicates that the City could obtain up to three commuter rail stations in the future. As displayed in *Figure 6-21* (Appendix E), these potential rail stations would be located along the Burlington Northern (BNSF) line at SH 121, at Main Street (in Downtown Frisco) and near Virginia Parkway in northern Frisco. Rail stations are typically spaced at between three and five miles apart; based on a three-mile spacing, Frisco could obtain more than the three stations that are currently planned. Having additional rail stations (in addition to the proposed three) in Frisco would only serve to further establish the City as a regional destination, and therefore the locating of more stations in the City should be encouraged. The "Frisco Line" (Appendix F) is estimated to carry 6,500 daily riders that would otherwise be using the roadway system. This estimate, paired with the current and forecasted severity of traffic congestion, indicates a high level of demand for rail service in the short- and long-term in Frisco. Not only is the estimate for local daily ridership high, which is a benefit for the community, but there are benefits for visitors as well.

The station in the Original Town (Downtown Frisco) area would provide a central transit location that could serve residents and visitors throughout the City. This station could also increase the vitality of Downtown Frisco. Currently and with the new development that is anticipated in the future, this area has much to offer for citizens and visitors alike. Current offerings include shops, sports venues, restaurants, public uses, residential uses, and Frisco Square. There are also future development opportunities for a more dense mixture of non-residential and residential uses.

The area north of Main Street along the DNT accommodates office, retail and residential areas. The northern rail transit station would be located near Virginia Parkway and the BNSF line. This rail transit station would serve the residents on the north side of Frisco that would like to go to Downtown Frisco or travel further south. This station would also provide an opportunity for the extension of transit service to the north (into Prosper). A station near SH 121 and the BNSF line will be the City's southernmost transit opportunity. This station would be located just north of SH 121 with efficient access to and from high speed freeways.

SUPPORTING TRANSIT THROUGH DEVELOPMENT - The *Future Land Use Plan* (Appendix G) in the *Land Use Strategy* (Chapter 4) designated areas immediately surrounding the regional rail stations as *Transit-Oriented Land Uses*. *Transit-Oriented Development* consist of areas of high density, mixed use districts where people can live, work, shop and play within a short walking distance. It will be important to provide convenient and attractive transit station locations in order to encourage ridership. In some cases, development might be spurred by the transit station; however, it will be important to plan land uses that

will encourage ridership for future transit stations. As a result of such development patterns near transit stations, vehicle miles traveled will be reduced, air quality will be improved and congestion will be minimized. Transit-based policies are set forth in the *Transportation Policies* section of this *Transportation Strategy* chapter. These policies outline specific ways in which transit and transit-oriented development can be successful endeavors in Frisco. It should be noted that if more rail stations (than the currently anticipated three stations) are located in Frisco, TOD areas should also be considered in those locations.

SUPPORTING A TRANSIT CIRCULAR SYSTEM

A localized transit system should be considered either immediately prior to, or following, the establishment of regional rail. Recommendations are not being made for the type of technology or look of the transit in this *Transportation Strategy*; however, it should be recognized that any type of transit technology used should strive to be unique so that it attracts businesses and promotes Frisco as a distinctive City in the area. As a result of the planned land uses and the projected regional rail transit, it was determined that two circular routes could be sustained (Appendix F). Both routes converge on the Original Town Commercial area located along Main Street and the Dallas North Tollway. It should be noted that these routes represent only the initial transit circular routes that should be established. These are priority routes that would serve anticipated mixed use/higher density areas and as feeder lines to currently proposed rail stations. An expanded system with additional routes, especially east-west routes, should be added as the system is increasingly utilized.

- Ch. 6 pg. 6.36. When the 2002 *Hike & Bike Trails Master Plan* is updated, it will reflect the correct locations of the three proposed commuter rail stations, as well as additional rail stations if they are deemed feasible at that time.
- Ch. 6 pg. 6.37. The *Visioning* process also provides insight from the public and the CPAC as to what issues are at the forefront of Frisco's transportation system from the citizens' perspective; such issues included:
 - There is a need for an alternative to the automobile—especially due to the price of gasoline and the amount of congestion occurring.
 - A commuter rail line should be established as soon as possible. Strategic locations where access should be provided include Dallas, the American Airlines Center and Dallas-Fort Worth Airport;
 - There should be a central rail “spine” with a bus or trolley system providing “spokes” to specific areas.
 - There is concern about the expense of mass transit
- Ch. 6 pg. 6.41 and 6.42. ESTABLISH A VIABLE TRANSIT SYSTEM WITHIN THE CITY

- Continue to evaluate the effectiveness of the City's current bus system, which is a contract service provided through an agreement with the Collin County Area Rapid Transit (CCART). Denton County also has a bus system (SPAN), which provides service to Denton County citizens upon request. The City will need to investigate other options in the future as growth occurs to continue to provide efficient transit service.
- Encourage retail, employment and higher density housing in the potential areas that are capable of accommodating future rail transit stations. Specifically, use the *Future Land Use Plan* in conjunction with the proposed transit routes and station locations to help ensure that land development decisions are supportive of such routes and stations.
- Utilize the potential routes for future regional transit lines that are identified within this *Transportation Strategy* to connect the City to other areas within the Metroplex. There are three rail stations currently proposed by the NCTCOG for locations in Frisco. In addition to these, the City should encourage more rail stations in Frisco if possible.
- Explore the potential routes for future localized transit lines that are identified within this *Transportation Strategy* to connect the City's major attractions and concentrations of residential and mixed use development with regional transit stations. Two circular routes, one north of Main Street and one south of Main Street are proposed. These routes and the concepts supporting them are discussed in detail previously within this *Transportation Strategy* (see page 6.32). In short, a local transit system should:
 - Effectively connect various areas of the City,
 - Effectively connect the regional rail stations, and
 - Be unique in its "look and feel," providing Frisco with a recognizable City element.
- Ensure that forms of transit are consistent with a type that will be used by citizens and visitors. The results of the Visual Character Survey (VCS) that was conducted during the Visioning process (see Chapter 2) suggest that commuter and light rail and trolleys would be the types of transit that are most attractive to citizens, and therefore would likely be more utilized than a bus service type of transit.
- Revise parking requirements in *Transit-Oriented Development* areas. Parking requirements significantly influences the design/character of buildings and development because of the magnitude of land required for parking lots. Zoning typically requires a substantial amount of space for parked cars, with ratios based on conservative standards and not supported by actual parking demand. As with street design, parking requirements are applied with a "one size fits all" perspective without

regard for the intensity and transit orientation of an area. In suburban areas, ample free parking surrounding employment and shopping centers encourages driving even when high quality transit is available. Parking requirements should be revised to do the following:

- Eliminate parking minimums and/or establish parking maximums to manage overall parking supply,
- Develop shared parking requirements and encourage joint use parking agreements between complimentary uses

eliminating or reducing parking minimums in districts around transit, and/or establishing maximums reduces the amount of land required for parking, allowing more intensive development. The relative scarcity of parking can discourage the use of the single occupant vehicle. Parking minimums and maximums should only be implemented where there is frequent transit service; at employment centers with effective Transportation Demand Management programs; and at mixed-use development projects with complimentary uses that can share parking.

- Relax level of service standards in transit development areas. Level of service requirements are used to mitigate the traffic impacts of new development and as a method of new development to contribute for capacity improvements. Level of service impacts frequently result in the construction of larger streets and intersections, often with little regard for impacts on alternative modes of travel. Less stringent automobile level of service performance standards in transit corridors and transit oriented development areas allows for the reduction of street width, making streets more pedestrian and transit-friendly. Relaxing level of service requirements in certain areas can enhance walking, bicycling, and transit use, particularly if multimodal improvements are implemented in lieu of increasing vehicular capacity. This policy is based on the premise that some congestion will be accepted in certain areas in order to maintain its walkable character.
 - Establish a local transit authority and provide a steady funding mechanism. The NCTCOG's Regional Rail Corridor Study ranked the "Frisco Line" fairly high on all indicators except the presence of a local transit authority and funding strategy. Designating an existing organization and/or establishing a new governmental body to manage Frisco's involvement in transit enterprises is critical to success. The City will need to address this issue by performing an in-depth transit feasibility study prior to or in conjunction with establishing a transit authority.
- Ch. 7 pg. 7.15. Investigate ways in which the City can work with surrounding cities on transportation challenges.
 - Coordinate transit options with surrounding cities and Collin County and Denton County—this is a must for regional rail success.

○ Ch. 8 pg. 8.10. TRANSIT-ORIENTED DEVELOPMENT

Transit Oriented Developments (TOD) should be handled as a Planned Development (PD). The PD should be based on recommendations within the *Land Use Strategy* (Chapter 4) for areas shown on the *Future Land Use Plan* (Plate 4-2, page 4.10). These areas are in locations that are consistent with commuter rail stations planned for by the North Central Texas Council of Governments (NCTCOG); these regional rail stations, and the desire for additional stations if possible, are discussed in detail within the Transportation Strategy (Chapter 6). Specific aspects of the TOD district should include:

- High density residential development (to support the transit stations nearby) at a minimum density of 70 dwelling units per acre.
- Integrate mixed use development concepts (similar to the previously described mixed use districts)
- Parking requirements as outlined for the mixed use districts, but with substantially reduced ratios, where possible and appropriate, to encourage travel by transit.

○ Ch. 8 pg. 8.27. City Transit System Feasibility Analysis

The City is served by transit agencies within Collin County and Denton County. However, the *Transportation Strategy* discusses at length the concept of a localized transit system for Frisco itself. The *Transportation Strategy* also identifies two potential routes and several locations for transit stops. The three regional rail transit stations that have been proposed by the North Central Texas Council of Governments (NCTCOG) could serve as City transit hubs. Any additional regional rail transit stations (which is encouraged, if possible) could also serve as hubs. The concept of a City transit system is generalized within this Plan. An in-depth analysis of the feasibility of such a system is needed before a determination can be made on the merits of this alternative. Aspects to consider include costs and benefits, potential ridership, location, and type of transit. The City should hire a transportation engineering/planning consultant firm to conduct such a feasibility analysis.

○ Ch. 8 pg 8.35. Regional Rail Transit

The *Transportation Strategy* discusses the potential for Frisco to connect to a regional rail transit system. This Comprehensive Plan supports the concept of regional rail. The North Central Texas Council of Government (NCTCOG) Regional Rail Corridor Study shows a line that is planned to run through Frisco using the Burlington Northern—Santa Fe rail line. This line is referred to as the Frisco Line within that study. Regional rail availability in Frisco would benefit tourism efforts, but perhaps more importantly would decrease the number of automobiles on local roadways by providing an alternative form of transportation to regional destinations. The Study also shows Frisco with three commuter rail

stations, which would also allow people to access three different points within Frisco.

- A two-faceted local transit authority should be established. One facet should be concentration on regional rail; the other should be on whether a local transit system is feasible (also see the *City Programs/Projects* section of this chapter).
- The City should continue to work closely with the NCTCOG and other area cities to establish a regional commuter rail line, especially the Frisco Line.
- Frisco should also work to ensure that the three rail stations planned for within the City remain in Frisco, and are not subsequently moved to the north or south.
- Frisco should also encourage the establishment of additional rail stations within Frisco.

Appendix C
Public Transit Study – Statements on Rail Transit

- During the small group discussions in the first round of input, there was general support for focused development around the envisioned commuter rail stations. Pg. 23.
- Among the stakeholders who saw a need for public transportation, the majority linked that need to the rail system. As such, they also saw a need to make the stations vibrant centers for the system. Pg. 24.
- Rail service is in its infancy in development in Frisco. The City, however, is interested in setting the pattern for development of the rail station sites in the short term. This is coupled with the City's overall goals of diversifying its economic base, encouraging job growth in Frisco and encouraging more dense, less auto exclusive development. The TOD goals should reflect the study input and above circumstances and policies. The following seem appropriate in that milieu: *The City of Frisco seeks to encourage Transit Oriented Development at the three locations identified as potential station sites for the Regional Rail Service. The City shall implement policies and provide incentives that encourage mixed-use development at TOD sites to enhance mobility and access while providing viable options to use of single occupant automobiles. It shall be the goal of the City in its TOD efforts to: promote sustainable economic development that creates jobs in Frisco linked to transit hubs and enhance livability and the quality of life in Frisco through broader housing choices and enhanced opportunities for private development that promote and support transit usage.*

In order to move the TOD process to the next level, the City should initiate a comprehensive outreach and education effort to citizens, local businesses, the economic development community, and developers. The effort should begin with education about TOD in general and specific examples of the opportunities and challenges in implementing it in Frisco. Consensus should be sought on the comprehensive goals for TOD. This could be followed by adoption of a comprehensive TOD ordinance by the City Council. Pg. 25.

- Economically comparable cities have robust systems of bus, paratransit, and rail services in place for their residents. These have evolved over time in coordination with larger regional providers. Pg. 35.
- From employer stakeholder interviews... The most common transportation solution expressed was the completion of State Highway 121. Commuter rail was the most common public transportation solution cited.

Many identified a need for residents of Frisco to access downtown Dallas for employment and cited commuter rail as a possible solution.

In general, there is support for some form of public transit service. In most cases, support for commuter rail was evident.

When asked what type of public transit services would be most appropriate for the City, 30% cited commuter rail; 26% cited traditional bus; 22% cited local circulator shuttles; and, 22% cited door-to-door service. Pgs. 37, 38.

- From social service stakeholder interviews... According to respondents, 40% cited door-to-door service as the most needed; 30% cited commuter rail; 20% cited traditional bus service; and 10% cited local circulator shuttles.

All groups agree that commuter rail is a highly desirable form of transportation. Pg. 40.

- Express Bus Service to Downtown Dallas... could serve as a precursor to commuter rail, allowing the residents of Frisco to begin seeing public transit as a part of their community's lifestyle.

The park-and-ride locations could be sited at the future commuter rail stations. Pg. 50.

- Convenient feeder bus service to light rail provides mobility options for residents. Feeder service would be provided in neighborhoods on a highly frequent basis transporting residents to the closest rail station. Pg. 51.

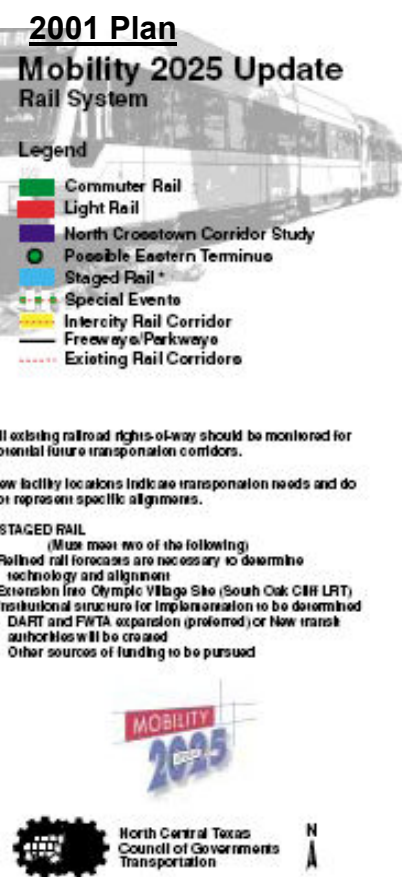
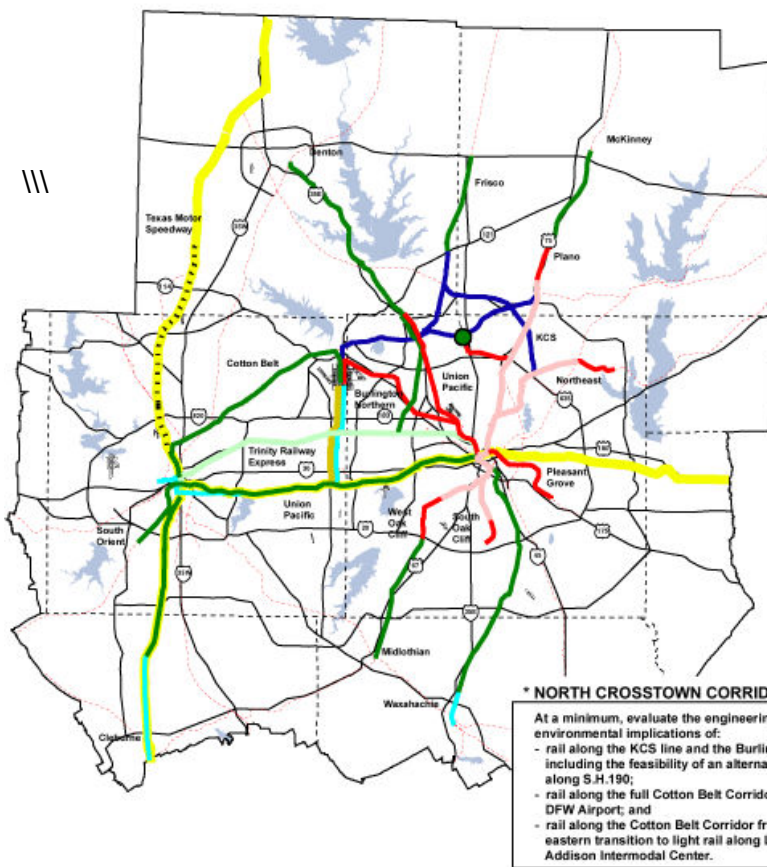
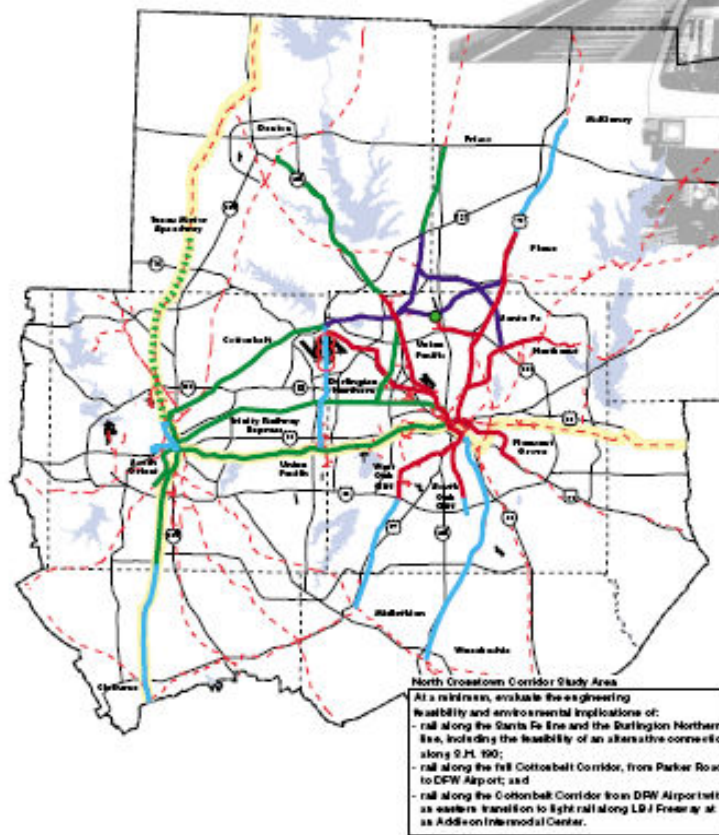
2001 Plan

Mobility 2025 Update

Rail System

Legend

- Commuter Rail
- Light Rail
- North Crocstown Corridor Study
- Possible Eastern Terminus
- Staged Rail *
- Special Events
- Intercity Rail Corridor
- Freeways/Parkways
- Existing Rail Corridors





2005 Update

Regional Rail and Bus Transit System

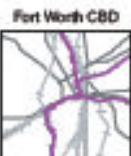
- Future Light Rail
- Existing Light Rail
- Future Regional Rail
- Existing Regional Rail
- Future Rail
- - - Special Events
- Future Intercity Rail
- Existing Intercity Rail
- North Crosstown Corridor Study
- - - Existing Rail Corridors

2007 Plan for 2030

Passenger Rail Recommendations

Legend

- Light Rail
- Light Rail - New Technology
- Regional Rail
- - - Regional Rail - Special Events Only
- - - Existing Rail Corridors
- Highways



397 Additional Rail Miles
\$9.6 Billion (2006\$)



The Cotton Belt corridor between DFW Airport and the President George Bush Turnpike includes \$60 million worth of mitigation expenses to curb impacts such as noise, vibration, and visual impacts.

DART's proposed west Dallas rail service will be evaluated in conjunction with the Union Pacific rail line between Fort Worth and Dallas. Further evaluation is needed to prevent duplication of service and determine alignment, vehicle technology, connectivity and staging.

DART's proposed SouthPort rail line extension will be evaluated in conjunction with the Dallas-to-Waco rail service. Further evaluation is needed to prevent duplication of service and determine alignment, vehicle technology, connectivity and staging.